

GOOD YEAR FOR THE ELEVATED

ELECTRIC POWER HAS WHOOPED ITS EARNINGS UP.

Gross Earnings Increased a Million and a Half and Operating Expenses Cut Despite Wage Increases—Balance Equal to 8.80 Per Cent. on All Capital.

A remarkably favorable exhibit was made by the figures as to earnings given out at the annual meeting yesterday of the Manhattan Railway Company, whose system is now known as the Manhattan Railway Division of the Interborough Rapid Transit Company. At the meeting the members of the old board of directors were re-elected, and afterward the board of directors re-elected George J. Gould president, Alfred Smith vice-president, and D. W. Williams secretary and treasurer. President Gould made these remarks:

Since the last annual meeting the electrical equipment of the company's lines has been completed and the expectations of the management have been fully realized, both as to increase in carrying capacity, and economy of operation. On April 1, 1903, the lease of your company to the Interborough Rapid Transit Company took effect and possession of the property was transferred to the latter, which has since operated the railway. The statement of operations presented, therefore, relates to the period from the six months ending March 31, 1903, and is subject to the audit of the board of directors only the dividend retained by the lessee.

The gross earnings of the company for the six months ended March 31, 1903, were \$1,497,000, operating expenses \$2,776,776, and net earnings, \$3,621,673. For the remaining six months of the fiscal year the report includes the \$1,500,000 paid to the company in dividend retained to make a grand total of \$10,000,772 of surplus and undivided profits. The Manhattan Railway Company, with that for the six months ending Sept. 30, 1903, \$1,707,772, compared with a surplus on Sept. 30, 1902, of \$1,707,772. A combination of the report of the Manhattan Railway Company for the six months ending March 31, 1903, and the report of the Interborough Rapid Transit Company for the six months ending Sept. 30, 1903, shows that the gross earnings of the Manhattan Railway Company for the year increased \$1,684,231, and a decrease of \$115,021 in the operating expenses, the net earnings were increased \$1,700,152.

The balance of the company's surplus and earnings, increased \$1,397,736, and was brought up to \$1,728,788. This is equal to a 8.80 per cent. on the \$1,964,000 stock of the company, and compared with a surplus in 1902 equal to 6.88 per cent. on the \$1,964,000 stock at that time outstanding.

The report of the Manhattan Railway division of the Interborough company states that in the six months ending March 31, 1903, the company carried 108,104,184 for the corresponding period last year, an increase of 17,844,566. The increase in the number of passengers is shown by the fact that the operating expenses of the company for the six months ending March 31, 1903, as compared with 51.19 per cent. last year, when locomotives drew the cars.

The number of passengers carried in the last quarter was 50,443,304, as compared with 40,496,898 in the corresponding quarter ended July last, and 40,496,898 in the quarter ended July last, 1902. The report of the Manhattan Railway Company is to retain a distinctly separate organization, the company paid to the stockholders to be accounted for as Manhattan dividends and the rental received from the Interborough company being considered as income of the company retaining a surplus account.

TO STOP IRISH EMIGRATION.

Agricultural League Leaders Here Seeking Aid.

R. A. Anderson, secretary, and the Rev. J. O'Donovan, provincial representative of the Irish Agricultural Society, arrived in New York yesterday on the White Star liner Oceanic. They came at the invitation of the Irish Industrial League of America, in which ex-Mayors Grace and Grant, John D. Crimmins, Dr. George J. Gillespie and other leading Irish Americans are interested, and intend to spend about six weeks lecturing in this and other cities on the aims of their society and what it has done to better the condition of the Irish people.

Organized thirteen years ago with a membership of less than fifty, this society has now more than eight hundred members in Ireland and the membership of about 5,000. The aim of the society is to develop agriculture and its subsidiary industries, and to improve the condition of the Irish people. It is run on the cooperative plan, is non-political and unsectarian and has done much, it is said, to remove the feeling that existed between the inhabitants of the different counties.

An informal meeting of the league was held yesterday afternoon at the office of the City Trust Company in Wall Street. The first public meeting in this city will be at the Catholic Club on Nov. 20. The representatives of the league will then visit New England, Philadelphia, Baltimore and the Middle West, returning to Ireland about Jan. 1.

\$1,350,000 MORE LONDON GOLD.

City Bank Engages It and Then Exchange Rates Paid Point.

Threatened with withdrawals of sovereigns the Bank of England yesterday relinquished a round amount of gold bars for shipment to this country. The National City Bank of this city obtained \$1,350,000 in bars which will be shipped here at once. This makes a total of \$2,850,000 in gold imports so far arranged by the City Bank.

The sterling exchange market was demoralized in the early dealings yesterday. There was a very large amount of bills offering against gold exports, and a demand sterling sold as low as \$4.95.

Following the announcement of the gold import engagement, the market was demoralized in demand sterling, it closing at \$4.8335 to \$4.834. The recovery in the exchange market means that for the moment, at any rate, additional gold import engagements cannot be arranged.

Transfers of currency by telegraph through the United States Sub-Treasury were arranged yesterday to a total of \$600,000, of which \$400,000 went to New Orleans and \$200,000 to Chicago.

Needed Improvements May Not Be Made.

According to a Democratic Alderman in Brooklyn, four of the most important projected improvements in that borough will not be favored by the incoming administration.

Those are the widening of Livingston street, the extension of Flatbush avenue, the Columbia Heights project at the Seaside Park at Coney Island. All the available money, it is said, will be spent on improving the pavements and sewer systems.

No D. & O. Retention in Pittsburg.

Pittsburg, Nov. 11.—S. C. Sims, general manager of the Baltimore and Ohio road today presided over a meeting of the directors and engineers which met to take action on a plan of retrenchment.

It was finally decided that no retrenchment would be made. The board reported that it was impossible for the railroad to carry on its ordinary business without the improvements projected.

Rudolph Ellis a P. R. Director. PHILADELPHIA, Nov. 11.—At a meeting of the directors of the Pennsylvania Railroad today Rudolph Ellis, president of the Seaside Park at Coney Island, was elected director to fill the vacancy caused by the death of W. L. Elkins.

GEORGIA

A New Field For Enterprise In Georgia.

As industries combine, those who have been running them often have to seek new fields.

Georgia is full of opportunities for the manufacturer, merchant, professional man, in fact, for any kind of a man who can make himself useful.

Write for Information Book No. 3. Please mention your occupation.

Greater Georgia Association, Atlanta, Ga.

GOSSIP OF WALL STREET.

The relative strength of railroad stock during the depression of sentiment incident to the demoralization of the Steel shares led many of the shrewdest observers to expect improvement in the general market as soon as the pressure on United States Steel preferred should be lifted. Under the impression that the Steel stocks had found a resting level, at least for the time being, a good many investors looked for a rally yesterday in the general market.

The weakness of American stocks in the London market, and others followed during the afternoon in rapid succession. An exhibition of strength in the part of Steel preferred while pronounced weakness was developing in certain prominent railroad stocks.

A report that freight tariffs on finished steel products had been reduced was used favorably to Steel preferred and unfavorably to Pennsylvania.

Pennsylvania is a stock in which there is very rarely any organized movement. In this respect it differs from most other important railroad stocks. During the course of the last previous bear campaign, which began in the latter part of 1902, the stock of Pennsylvania was not touched, and the same absence has been noted in this movement. Attention was called yesterday to the fact that the Pennsylvania directors have only a few very rich men. One of the richest has just died—Mr. Elkins.

The selling operations in Pennsylvania were resumed at the opening of the market yesterday morning and continued throughout the session, with scarcely an interruption. The price of the stock was held at a level, only to be renewed with greater intensity in the later trading. Brokers who were in the Pennsylvania crowd most of the day reported that the manipulation was being carried on by a few very rich men.

The further decline of Pennsylvania made New York Central a conspicuous target for bear traders. The stock was sold at approximately a parity for some time. Repeated efforts were made to break New York Central, but it seemed that the stock was being held by a few very rich men.

There is a good deal of discussion as to whether or not the short interest has been overestimated. A week or so ago, when the general feeling was more bullish, it is now the popular impression was that the unrevealed short interest had been much underestimated, but opinions have changed since then. There are also some who think that it has been smaller all along than reported. Short covering on this decline has not been as heavy as it was expected to be. Bearish operators, however, have pursued the plan of selling moderate profits and putting the stocks out again if conditions seemed favorable. Thus in yesterday's trading the Philadelphia bear crowd covered a lot of short stocks in the forenoon and put them out again later. It was said to have sold on balance.

Professional traders have no complaint to make. A better trading market could not be asked for, and it makes not a particle of difference to a really good trader whether price advance or decline.

Board room sentiment was distinctly bearish yesterday. When Steel rested and the railroad stocks began to go, a majority of the bearish traders took the bear side of the market at once and went around the floor in groups offering stocks down. There was a disposition last night to look for a rally after the Steel market closed.

The weakness of Union Pacific and Northern Securities was associated in the minds of traders with the forthcoming decision on the Northern Securities merger. It is supposed that the bear crowd that has been operating in Union Pacific hopes to anticipate a decision unfavorable to the corporation.

Bank for Maiden Lane. A number of business men of the Maiden Lane section are organizing a new national bank to be called the Maiden Lane National Bank. It will have a capital of \$250,000, and its offices will be near the corner of Maiden Lane and William street.

The weakness of the market was demoralized in the early dealings yesterday. There was a very large amount of bills offering against gold exports, and a demand sterling sold as low as \$4.95.

Following the announcement of the gold import engagement, the market was demoralized in demand sterling, it closing at \$4.8335 to \$4.834. The recovery in the exchange market means that for the moment, at any rate, additional gold import engagements cannot be arranged.

Needed Improvements May Not Be Made.

According to a Democratic Alderman in Brooklyn, four of the most important projected improvements in that borough will not be favored by the incoming administration.

Those are the widening of Livingston street, the extension of Flatbush avenue, the Columbia Heights project at the Seaside Park at Coney Island. All the available money, it is said, will be spent on improving the pavements and sewer systems.

No D. & O. Retention in Pittsburg.

Pittsburg, Nov. 11.—S. C. Sims, general manager of the Baltimore and Ohio road today presided over a meeting of the directors and engineers which met to take action on a plan of retrenchment.

It was finally decided that no retrenchment would be made. The board reported that it was impossible for the railroad to carry on its ordinary business without the improvements projected.

Rudolph Ellis a P. R. Director. PHILADELPHIA, Nov. 11.—At a meeting of the directors of the Pennsylvania Railroad today Rudolph Ellis, president of the Seaside Park at Coney Island, was elected director to fill the vacancy caused by the death of W. L. Elkins.

PROPOSALS.

\$7,500,000

NEW YORK CITY 3½% Tax Exempt Gold Bonds

(Payable in Fifty Years)

TO BE SOLD THURSDAY, NOVEMBER 19, 1903

OFFERED DIRECT TO INVESTORS

A legal investment for trust funds, exempt from taxation except for State purposes. No "all or none" bids received, thus giving investors the same advantages as dealers. Bonds are awarded to bidders offering the highest premium.

and bids in a sealed envelope, enclosed in the addressed envelope. TWO PER CENT. OF PAR VALUE MUST ACCOMPANY BIDS. It must be in cash or certified check on State or National bank of New York City. This deposit will be returned day after day to unsuccessful bidders. For full information see circulars published by the City of New York.

Consult any Bank or Trust Company, or address

EDWARD M. GROUT, Comptroller City of New York

280 Broadway, New York

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW JERSEY & NEW YORK RAILROAD.

CONSTRUCTION OF TUNNELS UNDER BERGEN HILL AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Bergen Hill and North River within the State of New Jersey will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New Jersey and New York Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN, EAST RIVER AND LONG ISLAND.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan, East River and Long Island City, New York, will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

NOTICE TO CONTRACTORS.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

CONSTRUCTION OF TUNNELS UNDER MANHATTAN AND NORTH RIVER.

New York, N. Y., Oct. 1, 1903.

Sealed proposals for the construction of tunnels under Manhattan and North River within the State of New York will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1903.

A copy of the following documents: SPECIFICATIONS, CONTRACT, and DRAWINGS, will be furnished to intending bidders on written request, accompanied by a certified check for \$250.00, payable to the order of the Pennsylvania, New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 44th Street, New York City, N. Y., Supplementary drawings exhibiting geological formation, soil, etc., as determined by borings, and records of certain exploratory work which may be made at the discretion of the Contractor, can also be seen at this address.

The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.

ROBERT H. GROFF, Secretary.

RAILROADS.

Pennsylvania Railroad.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DEBROES AND CORLAND STREETS.

12:37 The leaving time from Debroses and Corland Streets is 12:37 minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M.—P. M. MAIL, Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.

10:25 A. M.—ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis, Chicago, Cleveland, Toledo and Detroit.

10:55 P. M.—CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville, via Cincinnati and Louisville. Indianapolis, Chicago, St. Louis, Cleveland, Toledo and Detroit.

11:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

11:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

12:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

12:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

1:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

1:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

2:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

2:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

3:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

3:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

4:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

4:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

5:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

6:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

6:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

7:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

7:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

8:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

8:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

9:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

9:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

10:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

10:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

11:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

11:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

12:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

12:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

1:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

1:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

2:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

2:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

3:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

3:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

4:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

4:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

5:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

6:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

6:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

7:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

7:55 P. M.—ST. LOUIS EXPRESS.—For Pittsburgh, Cincinnati, Indianapolis, Louisville, St. Louis, Chicago, Cleveland, Toledo and Detroit.

8:25 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.